

Flavor and strength are ideally combined in Gold Standard Tea, ask for the Blue Label. The Codville Co. Limited.

Present Economic Waste

Why do miles of merchandise and commodities of all kinds remain so normally high despite the fact that the war demand is long since past and production in almost every line has overtaken requirements? This is a question asked by hundreds of people. It is generally known that prices of raw materials have fallen, yet when one comes to buy the finished product into which these raw materials have been converted, the price asked is practically the same as during the war. "Why is the reason?" The answer may be largely expressed in one word: Waste.

It is universally recognized that the prevailing high freight rates operate directly to increase the price of all goods, first by increasing the price of the raw materials and secondly by still higher charges on the finished article. One of the chief factors responsible for high freight rates is Waste. Here are a few illustrations of this waste of which complaint is made:

Before the United States Government took over the railroads of that country for operation during the war the comparatively simple job of changing a nozzle tip in the front end of a locomotive could be done by a machinist, or a machinist and helper, or even a handy man alone. Today under the present classification rules governing the labor unions, in order to change a nozzle tip it is necessary to call a boilermaker and his helper to open the door, because that is boilermakers' work; to call a pipefitter and his helper to remove the blow-off pipe, because that is pipefitter's work; and to call a machinist and his helper to remove the tip, because this machinist's work; also for the same force to be employed for putting in the new tip.

Prior to Federal control of the railroads in the United States it was not an uncommon practice for a machinist and his helper to take care of all of the work necessary on an electric headlight of a locomotive. Under the McAdoo Agreement the work is now so classified as to distribute the same among three crafts, namely, machinists, sheet metal workers and electricians. Much of the mechanics performing the work has a helper, this has the effect of still more performing a piece of work that could be and was to be properly taken care of by one man.

Under present rules where arrivals of trains require the service of employees two hours in the morning and two hours in the evening say 8 a.m. to 10 a.m. and 10 p.m. to 8 p.m. railroads now have to employ two shifts of eight hours each or 16 hours service where there is only four hours' actual work. Furthermore, where two such shifts are worked the starting time must be between 7 and 8 a.m. and if the arrival of a train or other working condition require an 8 a.m. duty at 6 a.m. it must be paid for five hours each day in addition to regular eight-hour days.

The following illustrates the method of paying a wrecking crew under the McAdoo Agreement when performing road service: A wrecking crew composed of six men leaves its home terminal at 8 a.m., goes a distance of 50 miles to clear up a wreck, work of clearing up the track is completed at 6 p.m., clear the site for sleep and rest from 6 p.m. to 7 a.m. next morning (overlocking outfit is equipped with sleeping car); resume duty 7 a.m., pick up refuse and arrive at home terminal 2 p.m. Under the National Agreement it is necessary to pay the entire crew continuously for the first 24 hours from the time they leave their home terminal, computed as follows:

From 8 a.m. to 4 p.m. eight hours straight time, 4 p.m. to 12 midnight, eight hours of time and one-half, or 12 hours 12 midnight to 8 a.m., eight hours at double time, or 16 hours 8 a.m. to 2 p.m., six hours at straight time. Total of 42 hours paid, although crew actually performed service from 12 noon to 6 p.m. first day, six hours, and from 7 a.m. to 10 a.m., second day, three hours. It will be noted actual time worked during the entire period was nine hours; half of the time was consumed in waiting and travelling, and it will be further noted the crew was released entirely from 6 a.m. to 7 a.m. during which time they were paid off at time and one-half and double time. This actually off duty and sleeping.

Stories of other instances of a like character, all of which are substantiated by an exhaustive inquiry before the subject, could be given. The above however goes to show the enormous economic waste taking place daily in connection with rail way work which waste must be paid for, and is being paid for, by the people by excessive freight and passenger rates. These high rates are reflected again in the unduly high cost of goods of all kinds.

The truth of the matter is that in paying the excessively high rates which the railway companies find necessary to charge, the people are paying, not for services rendered, but to cover vicious economic waste, paying rates for work they do not do and for services which are not performed. The whole system is wrong and is doing even greater injury to those who buy, they are profiting big by it because it is encouraging shiflessness and downright dishonesty which finds expression in accepting pay for work never performed.

Near Bingen, in Germany, is a famous printing house which will toss a sound Esperanto, the so-called language, are now published.

If coffee,
which is known
to contain caffeine,
disturbs your health
and comfort—
drink
INSTANT POSTUM

"There's a Reason"

The British Way

Upholds Officials Who Speak For Nation Without Authorization.

Speaking of the reprimand administered to Rear-Admiral Sims by United States Secretary Denby for his denunciation of American Sian Feiners and of utterances made by Admiral McGregor regarding the United States' attitude towards France, the New York Times points out, by way of contrast, that the British Government does not check up its officials when they presume to speak for the nation without direct authorization. The Tribune recalls that in Cuba a British consul who threw the British flag over Americans facing a firing squad was not reprimanded. Nor was Captain Chichester reprimanded in Manila Bay when he intervened between Admiral Dewey and the German squadron, virtually challenging Germany to war if an attack was made upon the American ships.

If the whole of the watery vapor in the atmosphere were to fall at once in the form of rain it would not, according to experts, cover the entire surface of the earth to a depth of more than five inches.

ADVICE FOR BACKACHE

When stooping hours, when lifting and bending causes distress that time to run in loss of "Nerfines," (from the Latin word *nerve*) is a great source of trouble. No Nervine more soothing, more certain to kill muscular, rheumatic or sciatica pains. Thousands of housewives on good Nervine find cramps, cold, dyspepsia and external muscular pain. Large 35 cent bottles for sale everywhere.

Something more than a century ago paper was so dear in England that butchers used to give their customers the meat wrapped up in a large vegetable leaf.

To Asthma Sufferers. Dr. J. D. Kellogg's Asthma Remedy comes like a helping hand to a sinking swimmer. It gives new life and hope by relieving his mind and body of trouble. It comes to believe impossible. Its benefit is too evident to be questioned—it is its own best argument. If you suffer from asthma get this immediate remedy and find help like thousands of others.

Wonderful powers of memorizing facts are possessed by a Yorkshire laborer, who has mentally stored away 31,000 items of general information.

As a veritable excellent preparation is Mother Graves' Worm Exterminator. It has saved the lives of countless children.

The vibrations of sound caused by spoken words can now be recorded by means of a clever invention.

CHOLERA INFANTUM

Cholera infantum is one of the fatal ailments of childhood. It is a trouble that comes on suddenly, especially in children, and requires immediate action. When taken the little ones may soon be beyond aid. Baby's Own Tablets are an ideal medicine in warding off this trouble. They regulate the bowels and sweeten the breath and the throat, all the while deadening complaints. Concerning them Mrs. Fred Rose, of South Bay, Ont., says: "I feel Baby's Own Tablets saved the life of our infant son. He had cholera infantum and I could do nothing without them. The Tablets are sold by medicine dealers or by mail at 25 cents a box from The Dr. Williams' Medicine Co., Brooklyn, Ont."

Canadian Receives French Medal

Corporal Renamed Woman From Well Nineteen Feet Deep.

Corporal David Mills, London, a former member of the British Air Force, has been awarded a medal by the "Foundation Oenone" of Paris, France. In 1918 when the English airmen were at Arlables bombing the Rhine cities Mills one night saw a number of excited people standing at a farm gate. He learned that a woman had fallen 19 feet into a well filled with water 70 feet deep. Single handed he brought the woman to the surface though he had been told it meant death to go into the shaft and that she was doubtless dead before he had arrived.

Minard's Liniment Relieves Neuralgia

W. N. U. 1377

Lucky He Took Wife's Advice At Time He Did, Says This Regina Man

"I was going down hill pretty fast" surprisingly short time. It gave me when I began taking Tanlac, but I can say for this medicine that it turned me right round and put me back on the road to health," said William Lorenzen, 2124 McKay St., Regina.

"I suffered a great deal more from the after-effects of influenza than I did from the disease itself, as it left me in a run-down condition. My stomach was upset and I had a sick and depressed feeling most of the time. Nothing I ate agreed with me. My kidneys bothered me considerably and my back ached so that I could not bend over and straighten up again without suffering agony."

"It was a lucky day for me when my wife persuaded me to take Tanlac. It changed me all around in a

Explosive.

Rastus (after a visit to the doctor)—"Dat doctor sure am a funny man, His Wife—How come?"

Rastus—Made me swallow two cartridges filled with powder and then tell me I shouldn't smoke. As if Ali would—I shouldn't smoke. As if Ali would—Cartoons Magazine.

In nearly one-half the gas plants in the country gas is manufactured from oil.

Output of Zinc.

The output of zinc from Canadian mines has more than quadrupled since 1916, according to the Mines Branch. The output in 1916 was 2,665 tons whilst by 1919 it had jumped to 11,005 tons.

For the first time on record there is an ice famine in Iceland, due to the mild winter and lack of manufacturing facilities.

The Endurance of Your Automobile, Truck, or Tractor

Depends not only upon the time of Lubrication, but the kind of Lubrication.

WHITMORE'S AUTO GEAR PROTECTIVE COMPOSITION

Adds 500% to Gear Life. Thousands of tests have been conducted by Lubricating experts to demonstrate the relative efficiency of various lubricants. The results of these tests conducted over years has fixed the choice of sixteen leading manufacturers. These manufacturers include:

The largest builder of fans cars in the world; The largest builder of trucks in the world; The largest builder of axes in the world; The largest builder of worm gears in the world.

Some car greases contain acid. They not only fail to control friction, but are themselves harmful and corrosive to gear and bearing surfaces.

Whitmore's Auto Gear Compositions Contain No Acids

They are proof against heat and cannot break down or squeeze out. In the Panama Canal Engineering Dams, six million pounds test on an unbroken film of WHITMORE'S.

After an exhaustive test the U.S. Army contracted for its exclusive use. Manufactured by The Whitmore Manufacturing Co., Lubricating Engineers, Cleveland, Ohio.

Canadian Automotive Sales Company Canadian Selling Agents

Toronto Winnipeg Regina Montreal

Montreal Address: 1409 St. North, Telephone 3927.

SUMMER

TOURIST FARES

TO—

VANCOUVER, VICTORIA AND PACIFIC COAST POINTS

THROUGH CANADIAN ROCKIES
CHOICE OF ROUTES ON LAND AND SEA GOING AND RETURNING.

ROUND TRIP TICKETS FROM POINTS
(Western) ONTARIO, MANITOBA,
SASKATCHEWAN and from all states
CALGARY, EDMONTON (inclusive) in ALBERTA, (Via
LOOMA, C.N. via TOFIELD, G.T.P.)

NOW ON SALE
Liberal Stopovers
Final Return Limit October 31, 1921.

SEE JASPER PARK AND MOUNT ROBSON

FOR FULL INFORMATION
AS TO FARES, SERVICE, RESERVATIONS, ETC., APPLY
TO ANY AGENT

CANADIAN NATIONAL RAILWAYS

The Didsbury Pioneer

Member of the Canadian Weekly Newspapers Association.

H. E. Omond, Editor & Prop.

F. H. Omond, Asst. Editor

Subscription: \$2.00 per year

U. S. Points: \$2.50 per year

Wednesday, July 13th, 1921.

A Trip Through The Rockies.**A TRIP THROUGH THE ROCKIES**

We would like to have the ability of an Agnes Laut or Irvine Cobb or our own Bob Edwards to describe the beautiful scenery, the funny incidents and the splendid receptions given to us as members of the Canadian Weekly Press Association which held its annual convention at Vancouver and Victoria recently. However we are going to do the best we can and give some idea of the

trip with the hope that every reader of this article may sometime before the last call comes, enjoy its beauties the same as Mrs. Omond and the Editor enjoyed theirs.

Didsbury faded away in the distance on Friday night, June 1st, and a stop over was made at Calgary till next morning when 7 o'clock saw us on our way to Edmonton via the Canadian National Railway. The trip through the eastern portion of the province was as enjoyable as the other parts. Drumheller, Wayne, Munson, Big Valley, Stettler and several other points proving of great interest to the travellers. Edmonton was reached late in the evening and the editor had to get busy at reading a meeting of the Alberta Press Association held in the option "old Hotel" of the C. N. R., the Mayor, which had been placed at the disposal of the Alberta men. Sunday was spent quietly and Monday morning the rush started again with the work of meeting our eastern

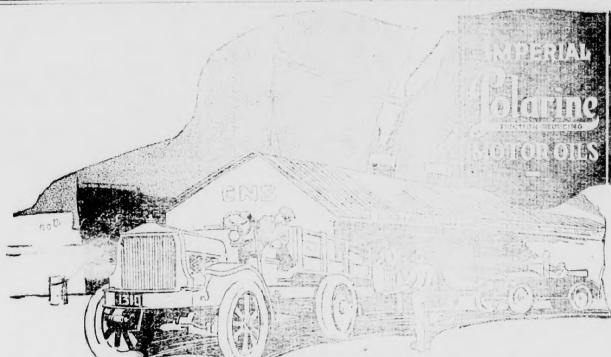
counterparts who arrived late, strength on a special train from Toronto. Included amongst these were representatives of weekly newspapers from the Atlantic to Fort William, the Manitobas, Saskatchewan and Alberta branch being supplied with special sleepers attached to the regular trains. The Edmonton Board of Trade and city representatives, as well as government officials, then took charge of the big party and completely filled the day by conducting them through the parliament building, the Library, the residence and other places of interest. Finally ending up last night with a big banquet in the agricultural buildings of the University. Before going any further we should state that all of these buildings compare very favorably with any seen on our trip, the great advances made in the University with the original buildings should be a cause of con-

gratulation to Albertans for its up-to-date educational facilities.

Third, well yes, a little, but there was the luxurious sleeping provided by the C. N. R. and, oh boy, the小伙子 band of Edmonton to fill us to sleep on our start to Jasper park which was reached early next morning. This little breathing space in the big northern park has been wonderful progress since 1913 when we were there last. It bids well to become another Banff. Its beauty is magnificent, with Mount Assiniboine rising to the west and Mount Robson just peaking over her shoulder and other lesser peaks in the mountain ranges surrounding both are surprising. At Jasper we had the pleasure of dining with Mr. and Mrs. Tom Buckham, owners of the Imperial Motor Hotel, who entertain

Mr. and Mrs. G. R. Westland, of the Imperial Province and ourselves, of their efforts in our behalf to make a most fittingly gay and elegant. Everything possible to make the visitors big time of their stay was done by the park officials of the prairies and, unfortunately, far to first real glimpse of the great Canadian Rockies by the customers sincere and heartfelt. Left Jasper in the evening for Vancouver.

Most of the part of the journey was conducted in the dark but everyone was as early to get up as much as was possible and they were rewarded for their efforts by a view of some of the most magnif-
Continued on page 6



Keeps Motors Smooth Running

Quality maintains economy. You may pay less "per gallon" for other lubricating oils but you get more lubrication "per dollar" when you buy Imperial Polarine Motor Oils.

USERS of Imperial Polarine Motor Oils enjoy a singular freedom from motor trouble which has made a source of profit and pleasure to others.

Every bearing, clutch, and motor is cushioned with an abundance of oil which protects them and minimizes wear. Oil economy is the chief result, saving both fuel and oil and increasing power.

Lessened repair bills. Lessened operating costs, satisfaction and longer service from your car follow the use of Imperial Polarine Motor Oils.

Consult our Charts, Recent editions for the grade of Imperial Polarine Motor Oil and "How to Use Oil." See Charts at your dealer's or service station. Consult our "Automobile Lubrication Manual" which is obtainable in Chart and other valuable information.

IMPERIAL OIL LIMITED

Branches in all cities.

FOR A CLEAN EFFICIENT MOTOR



The crank case of your motor should be cleaned, cleaned, and filled with fresh Imperial Polarine every 1,000 miles or less. By so doing this will give expert results in cleaning out the oil and the bearing oil, a scientific cleaning up at which no other oil can equal. Imperial Polarine Crank-Ease Service to-day.

PROVINCE OF ALBERTA Co-operative Credit Societies

The Provincial Government has provided legislation designed to encourage the co-operation of farmers by adequate credit, longer term loans, lower interest rates, cash prices for purchases, saving of time and labor, and an improved community spirit.

Increased Farm Credit depends upon:

- (1) Greater reliability of loans.
- (2) Certainty of repayment.
- (3) Adequate powers of security.

The Alberta Co-operative Credit Act

in its amended form, grants exceptional powers in the matter of taking necessary security, and thus repayment can be safely provided for.

Organization of a Society requires:

1. Fifteen signatures to petition to incorporate.

IF YOU ARE INTERESTED AND DESIRE FURTHER INFORMATION
COMMUNICATE WITH—

HON. G. R. MITCHELL,
Provincial Treasurer.

W. M. SELLER,
Supervisor of Co-operative Credit Act,
Parliament Buildings, Edmonton.

Wanted and For Sale Ads.

One insertion 50¢; two or more insertions 35¢ each.

LOST:—One red mooley cow with bell on. Reward for recovery of same to J. Paine, Bergen, Alta.

FOR SALE:—Purchased Barred Rock eggs for hatching. Different series for different pens. Call or write us for prices. Better Way Poultry Yards, M. Weber.

FOR SALE OR HIRE:—Farm S. 1.5.51.3.5. Apply L. W. Dunn, c/o Sondey-Tire and Rubber Co. Edmonton, Alta.

FOR SALE:—Why not save Broke grass, the hay and pasture grass pasture for this part of the country. I have still a quantity of seed for sale at 15¢ per lb., sacks extra. Apply Theo. Reist, Phone 663 Didsbury, Alta.

WANTED:—Dressmaking and sewing of all kinds. Apply Miss A. and K. Duncan, Phone 38, 321.

WANTED:—Have good Baby Grand Chevrolet car and some cash to put in on improved half section. What have you to offer?

fer? Apply Pioneer Office c27

FOR SALE:—Silo staves, tongue, grooved and bevelled. Rough and dressed timber. Investigate my prices. Mill three miles north of Bergen, R. Matterson, Sundre.

FOR SALE:—Good willow wood cut down, \$1.00 per load. Also willow posts at .65. Three miles north and six miles west of Didsbury. Phone R 1910.

FOR SALE:—Beatrice September, 600 lb. capacity, nearly new. Apply at Pioneer Office, 2p26

FOR SALE:—Lumber or silo staves, prices reasonable. Apply J. E. Moir, Westcott store, 3c26

LOST:—On Tuesday night in the Imperial Cafe, a gold wedding ring. Finder please return to Pioneer Office, 2c27

FOR SALE:—Good rye. Apply W. A. Swingle, Phone 1905 Didsbury.

Less Troublesome Adjustments

As a rule the adjustment you get on a defective tire, doesn't quite satisfy you. Mainly, we suppose, because we are all human and want a little more than we are entitled to.

But even our most private opinions on the fairness of an adjustment, can find no fault with the method of settling claims on Ames Holden "Auto-Shoes."

You are always right with yourself and the company. Ames Holden "Auto-Shoes" are guaranteed against any defect in material or workmanship without time or mileage limit. Once adjusted on that basis without quibble or evasion.

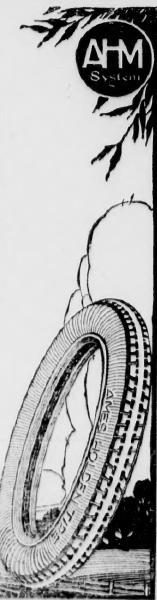
Come to us for

AMES HOLDEN "AUTO-SHOES"

Cord and Fabric Tires in all Standard Sizes

Stevens Service Shop

Phone 15 Didsbury



Importance Of The Conference On Limitation of Armaments

Meeting at Washington Will be Attended by Many of the World's Prominent Statesmen.

London.—Indications in semi-official circles are that an international conference giving every promise of developing into one of the most important in the history of the world is in store for the immediate future.

Great Britain, France and Italy have thus far officially signified their willingness to accept invitations of President Harding to a conference on limitations of armaments, while China has indicated her readiness to participate in a conference relative to Eastern affairs.

In Government circles it appears to be the consensus of opinion that the meeting at Washington will be attended by some of the most prominent

Hail Swept Areas

Heavy Damage Reported In South Alberta and Saskatchewan.

Lethbridge.—Later reports of the hailstorm which struck Southern Alberta last week indicate that it was much wider in extent than first reports showed. The storm gathered in the foothills west of Claresholm and swept in a south-easterly direction through the Claresholm, Nobleford, Coaldale and Chin districts, swinging south through Swift, on the Lethbridge-Wetaskiwin branch of the C.P.R.

The storm varied in width from one to three miles and the axis of the storm in its path nearly complete. The length of the storm path was approximately a hundred miles.

All crops but two on the C.P.R. and the Van Horne soldier colony, north of Coaldale in the irrigated belt, were wiped out. Chickens were killed by the force of the storm in some districts.

Damage from hail in an extensive area is found to have resulted from the recent storm in Southern Saskatchewan. The area hailed is said to extend intermittently from Shaunavon to Weyburn. The district between miles south from Assiniboia and south of Limerick is said to be most seriously affected. Sixty thousand dollars in insurance claims is reported filed in Limerick.

Several areas are said not to have been insured. The extent of the damage is as much as seventy to eighty per cent. in places.

Japan's Chief Concern

Wonders If She Can Hold Her Own If Isolated.

San Francisco.—The Anglo-Japanese alliance has been revised twice since its conclusion in 1902, but the fundamental spirit underlying the pact has never changed, says a statement issued in Tokyo by the Japanese political party which published in the Yomiuri, copies of which were received here yesterday.

"The question that claims the serious consideration of the Japanese at the moment is not whether Japan will be isolated when the alliance is dropped, but whether Japan has any confidence in her capacity to hold her own in the future, even if she should find herself temporarily in an isolated condition."

The New Agriculture

Outlines Vision of New Future for Agriculture in the West.

Saskatoon.—The agricultural section of the University of Saskatchewan was completed yesterday afternoon when Prof. W. G. Mather, dean of the College of Agriculture, addressed the meeting on "The New Agriculture," and Prof. A. M. Shaw gave an address on "Livestock—its place in Saskatchewan agriculture."

The Dean outlined the vision of the new agriculture which was gradually coming into existence in the west. The new agriculture would be profit able, productive, comfortable, beautiful and educational. The boys would not want to leave the farms then, he declared.

ent statesmen of the world. The announcement of Premier Briand of France, that he would consider going to Washington, followed indications that Prime Minister Lloyd George might also go, provided conditions in Great Britain are such as to permit his extended absence from the country. It is probable, however, that some of the leading figures in British official life will be present. Among those mentioned as delegates are: Rt. Hon. A. J. Balfour, Lord President of the Council of the League of Nations; Lord Lee, of Farnham, First Lord of the Admiralty; Sir Laming Worthington-Evans, Secretary for War; Admiral Lord Beatty and Viscount Grey.

Long-Distance Wireless Record

Vancouver.—The Merchants Exchange wireless here has picked up a message from the Canadian-Australian liner, Makura, which, it is stated, created a long distance record for the Pacific.

The exchange wireless heard the liner giving her position, the vessel being about one day out of Auckland, New Zealand, en route to this port. The distance is more than 6,000 miles.

Trial Of German War Criminals

Thought Hospital Ships Were Dangerous to Submarines.

Leipzig, Germany.—At the continuation of the trial in the Supreme Court here of the two German submarine lieutenants, Ludwig Dittmar and Johann Boldt, charged with murder in the first degree for shooting on hospital ships after the Canadian hospital ship, Llandovery Castle, had been torpedoed in the summer of 1918, Dr. Otto Popitz, of the submarine which sank the ship, said the Germans always suspected hospital ships, which they considered a danger to submarines.

Popitz declared he and Lieut. Dittmar tried to persuade Commander Patzsch of the submarine, not to attack the hospital ship, but the submarine dived, fired two torpedoes and then came to the surface.

The witness testified he saw three or four hospital boats out and several men swimming; then the crew of the submarine was ordered below decks. The general feeling prevailed that something unfortunate had occurred, Popitz declared. Later he heard firing and assumed the hospital ships were being fired on.

A naval expert, representing the German War Office, admitted there was no proof of any abuse of a hospital ship's status on the part of the Llandovery Castle.

The Llandovery Castle was bound from Halifax to an English port when she was torpedoed on the night of June 27, 1918, off Faslane. Out of 285 persons on board, only 24 were saved.

Great Britain Leads In Shipbuilding

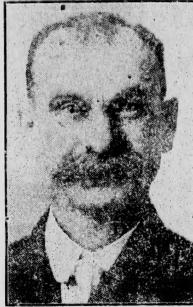
Doing Nearly 60 Per Cent. of World's Ship Construction.

New York.—The United Kingdom has 281,000 tons more shipping under construction than the United States. Nearly fifty per cent. of the British shipbuilding is being done by British yards.

According to Lloyd's Register of shipping, during the quarter ended June 30, world ship construction showed a decrease of approximately 90,000 tons from that of the first quarter, and the latter figures were less than 100,000 tons below those of the preceding three months.

During the three months ended June 30, United States shipping under construction dropped nearly 400,000 tons, British about 270,000 tons, and the other countries combined, with the exception of Germany, for which complete returns are not available, about 250,000 tons.

WESTERN EDITORS



W. B. Ballantyne, Publisher of the Emerson, Man., newspaper.

B. C. Lumber Mill

Destroyed By Fire

Costly Blaze at Gilroy-McKay Plant, Port Alberni.

Port Alberni, B.C.—Fire completely destroyed the Gilroy-McKay lumber mill with a loss in plant alone estimated at \$75,000. A million and a half feet of lumber was lost.

The Canadian Voyager was berthed at the mill landing 550,000 feet of lumber for Quebec points. Both cargo and vessel were saved.

Some 200 lumber caught fire and sustained heavy damage. One house caught fire but was saved. The cause of the fire is unknown. Owing to a brisk wind it spread rapidly. Fire fighters from both Port Alberni and Alberni were quickly on the scene but could do little to check the spread of the flames and most of the lumber occupied in protecting nearby houses.

Anti-British Film

Will Be Produced

To Be Exhibited By Author Who Served Prison Term.

New York.—Robert Goldstein, who in 1917 was sentenced to ten years imprisonment for violation of the Espionage Act in connection with the authorship and production of a 13-reel film known as "The Spirit of '76," a work of propaganda to arouse animosity in the United States against the British Government, has had his sentence commuted and been released after serving three years. He announced that he intends to exhibit the film and has hired a hall in this city.

Britain Can'ts Building Subsidies

Plan to Encourage House Building Produced 200,000 Dwellings.

London.—The British Government has stopped the granting of subsidies to encourage house building, a policy entered into since the war in an endeavor to overcome the housing shortage. It is estimated that the government scheme has produced 200,000 dwellings and entitled liabilities of ten million pounds annually. To this heavy indebtedness on account of current rent, a large capital loss will have to be added, which, at the expiration of the seven years, the properties will be released for transfer to the local authorities.

Was In Strange Company

London.—Premier Meighen found himself in somewhat strange company at the Eighty Club.

Right Hon. H. H. Asquith sat at his left and proposed his health, while all around him were the leading lights of anti-Lloyd George Liberalism. Mr. Asquith, in his address, ventured far into British controversial politics, introducing the Irish question, the disarmament conference and the conference of Empire Prime Ministers, but Premier Meighen, who followed and who received an almost tumultuous welcome, avoided going beyond the borders of non-partisan problems.

Early Days In The Hudson's Bay Service

By O. G. MAS-ES (Little Cleg).

(Copyrighted)

It was early summer of 1878 and

rather to my disgust I was held up at Cumberland House (the headquarters for the H. B. Co. in that district), waiting for a passage to Grand Rapids. Every available aboriginal man had been engaged by the company, either for the arduous trip to Long Portage, with outfit for the Mackenzie River district, or else on the river steamer.

A missionary's wife with three little girls had just come in from the north en route for the Red River, poor Scotland, as he was in his bonnet and breeches in his coat overcoat with a long trapper showing that he had had too much for him, and though no dogs were seen, was considered a sort of mild lunatic. It was decided to send him in to Fort Garry for medical examination. All of these people made extra months to feed, and the Chief Factor engaged us that I take him to Grand Rapids by York Boat and there connect with the steamer Colville on Lake Winnipeg.

I was quite agreeable to this, providing some sort of crew could be found, and after a good deal of enquiry, old Antoine Moran turned up, having come in by the Brochet boats. This French half-breed had been poisoned some years before by the Indians and the effect still slowed every summer in the peeling of his skin off his face and hands, the latter so tender he could only do light work and that with gloves. However, I was glad to get him as he was an excellent cook and a good driver.

On the way we took the young up of Indian lad named Kitchehkon-kon—Big Knob a devil for mischievousness, but the boy was only too glad to get rid of him. This was all my crew, but of course we had the current of the river in our favor, so could not possibly stem it. This was truly a motley crew and I shuddered to think what would become of us all if we happened to take the wrong channel, as we simply had no power to return. It took eight good men to pull a York boat upstream on the Saskatchewan, as usual the Indians were on the shore with no sign either of the Saskatchewan River or Cedar Lake. Pulling all hands and commanding Antoine sharply for nights of duty, which he indeed, might have very serious consequences, we held a camp, this is the old man, boy and myself right up in the how, so as not to alarm our lady passengers. One thing certain we could not go back and it was no use waiting for help, as no one could be had in all summer. There was only one course—to go on. Then, in spite of Antoine's remonstrances, we loaded the sail, there being a light breeze in our favor, and sailed up the Saskatchewan. One camp was set up, we were out of food and water, but the Indians were still there, the latter again, pulling hands, and no mosquitoes about, so long before morning, so we went on and reached the little flats who were quite happy with the song from the boat. We landed in a pretty bog for dinner and the family enjoyed a good wash. By this time the wind was blowing so away, we were again pulling hands, this time, the Indians again, swearing that they were off our chart, as far as possible, so we went on.

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AROUND THE TOWN

Mr. Stutete, formerly of the Union Bank Rimby has been transferred to their branch here as Ledger keeper.

Mr. Mt. Brusso was a visitor in Calgary over the week end.

Mr. J. Ross of the Union Bank is putting up his buildings at Gull Lake.

Masters Colin and Norman Campbell are visitors at Taber.

Miss Nettie M. Johnson has returned home for her summer vacation which she will spend with her parents, Mr. and Mrs. Wells Johnson.

Mr. J. J. Schnecke entertained her brother H. H. Norton and his family Tuesday of this week. They motored from Windourne.

Mr. and Mrs. J. L. Clarke motored to Edmonton on Friday returning on Sunday evening with Mrs. Clarke, son, mother of the Doctor, for a visit with them.

Mrs. Len. Edwards of Calgary

spent a few days with Mrs. Dave Edwards.

Mr. and Mrs. Walter Durrer and Mr. and Mrs. T. Thompson motored to Gull Lake to spend a few days at that summer resort last week.

Misses Edith and Kathleen Osmond have returned home from Calgary after spending a week or two with their sister Mrs. L. C. Coffey.

Miss Irene Rodaway left here on Friday and spending her vacation in Calgary and Banff.

Miss Ruby Hunsperger was a visitor of Miss Carrie Timmons of Taber.

Miss M. Rood was a week end visitor at Calgary.

Miss Jean Russell returned home Monday after a few weeks visit with relatives in Calgary accompanied by her little cousin Mary Bailey.

Mr. Cee H. Studer was a business visitor in Calgary Saturday and Sunday.

Mrs. Mae Studer is visiting at home.

Mr. and Mrs. A. G. Studer motored up to Sylvan Lake on Wednesday where they intend to spend a couple of weeks.

Will the party who took a small pig away from a certain residence in town please return same to same place and save further trouble.

The last game of the league baseball took place on Tuesday night when Airdrie visited Didsbury and were trounced by a good score. The Didsbury team are now champions of the Rosebud League and will have to play off with other leaders.

SIEBERTS AND MAYTON MISSION

Services—Sieberts Church, S. at 10:30 a. m. every alternate Sunday, Divine Service 11:30 a. m. every alternate Sunday.

JUTLAND SCHOOL Sunday School every Sunday at 2 p. m. Divine service every alternate Sunday at 3 p. m.

SALEM Sunday School every Sunday at 10:30 a. m. Divine service every alternate Sunday at 11:30 a. m.

BETHEL Sunday School every Sunday at 10:30 a. m. Divine service every Wednesday evening at 7:30 p. m.

J. E. Bender, Pastor.

BORN—At the Didsbury General Hospital on Monday, July 18th 1921, to Mr. and Mrs. H. B. Atkins a daughter.

BORN—At the Didsbury General Hospital on Monday July 18th, 1921, to Mr. and Mrs. W. Thurlow, a daughter.

— IMPOUNDMENT NOTICE Notice is hereby given that under Sec. 26 of the Pound District Ordinance that the following are impounded in a pound kept by the same, designed on S. E. quarter Sec. 1, 32, 3, W. 5.

One grey gelding branded 49 on right thigh and two black mares on right shoulder. I. papern. H. Farrant. Postmeasurer.

Holiday Time—

Freedom from all aches and pains assured by

Templeton's
Pneumatic Capsules!

Keep them in your home. Take them on vacation! For Rheumatism, Neuralgia, Headache, Train Sickness, Etc. \$1.00 at your druggist's.

A. A. BIERNES. Local Agent.

A Trip Through The
Rockies

Continued from page 6

were asked after and remembered. Next day a tramp through Mr. Henning's large orchard of 750 trees of all kinds besides their large plantation of small fruits and vegetables. Besides their own orchard Mr. Henning has contracted to look after two others which adjoin, making him 2500 bearing trees for constant supervision. Of course, all this is irrigated land and the work of looking after the irrigation system along in

the growing season is a man's job outside of all the other work attached to fruit growing and believe us we had no idea of the amount of work that has to be done and the many chores that have to be overcome. We sometimes think on the prairie that the B. C. fruit grower has all the velvet and that his fruit should be procured much easier and cheaper than it is, but even a short glimpse of his tremendous undertaking makes one realize that it's a long way from being a "gentleman's" job. Mr. Henning's home and orchard are among some of the best that we saw in the valley, and the intense cultivation that he and his sons are carrying out in the orchards deserve great commendation and should produce not only great quantities but extra good qualities of fruit. A motor boat ride up Woods Lake was taken in the evening. Mr. Edgar Hemingway being the engineer in charge while his dad acted as steerer, man, and as they are both expert all sunken reefs and rocks were avoided, as well as sunken steamers, and the visitors enjoyed the trip immensely. Sunday the boys got out the car and the party was taken for a nine mile drive through the valley and to Kelowna. Our powers of description of the Okanagan Valley are so limited that we cannot begin to do justice to it. The thousands of acres of fruit trees, small fruits, tomatoes, onions etc interspersed with beautiful flowers are simply overwhelming in their magnificence, and it seems to us that Canadians as a whole and Albertans in particular do not begin to realize what a great province we have next door. B. C. Kelowna is another beautiful little town with its up-to-date stores, wide paved streets, Jain and lumber industries, and last but not least its splendid facilities for outdoor recreation. Its parks and beach, with its boating and swimming houses make an ideal home town. Yes Kelowna is a beauty spot.

Monday saw us on our journey home with a short stop at Vernon where we took in the sights. While Vernon is a large town, and seemingly a business, it did not appeal to us quite so strongly as some of the other towns in the Okanagan. Stevens, on the south line of the C. P. R., as reached in the evening and the travellers stayed overnight so that the magnificent scenery along the road to Banff could be seen in daylight. This has been described much more fluently than we are able to do, but if you have not taken this trip in daylight you have missed one of the most thrilling trips in the world. There is hardly a mile along the route that does not contain sights that will dwell in your memory the rest of your life and cause you to wonder at the works of the Almighty. Yes, it must be seen to be appreciated.

Banff was reached at last and two days rest was greatly needed, so it was taken in just lazing around and meeting friends, becoming acquainted with the bears and other wild animals in the park, and a visit to Bow River falls, a sight that should not be missed when you go to beautiful Banff for a visit. In fact, if you have not yet been to Banff do not put it off any longer. It is close to your doors, and one of the most beautiful spots of creation.

With this short outline an outline of one of the best trips and holidays it has ever been our privilege to take and we can only hope that readers of this long script have not got tired of it and that it may be their good fortune at some time or another to go over the road we have just tried to describe and we feel, very unsuccess-

fully. Before closing we must express our great thanks and appreciation to the following Companies and individuals who enabled us to make this enjoyable trip.

The great Canadian railways, The Canadian National, the C. P. R. and the Kettle River Valley R. R., with their staffs and especially Mr. P. H. Daley, travelling passenger agent at Vancouver for the C. P. R.

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fall, Mrs. Derritt, of the Pitcher Creek Echo, Mr. and Mrs. F. Burton of the Cardston Globe, and several others who with the editor's help all helped to make the trip very enjoyable.

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